sultin't Cost the State a Cent, Its Inventor Says-Trains of Canalboats That Would Carry as Much as 1,000-Ten Barges-System Used to Germany.

Options on a majority of the canalboats good condition now operating on the e Canal have been secured by reprentatives of the Inland Transportation

canal. These are gripped by power boats, which pull themselves along. The chain which pull themselves along. The chain passes longitudinally through the power toot, going alternately over and under sheaves or rollers. The cog wheels are moved by the engine of the power boat. In this manner the power of the engine is directly applied. The bevel-gears and sheaves distribute not only the applied power, but also the draft on the chain so that the chain is engaged in a number of places. By this device the strain on the chain is also distributed over the structure

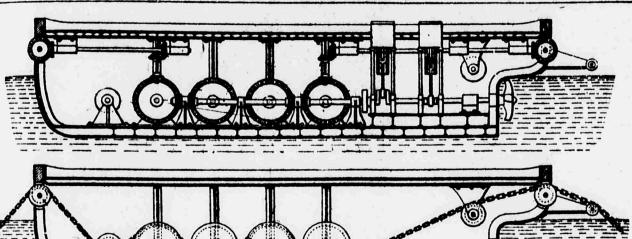
THE S101.000,000 DITCH.

as it has been used successfully abroad. The American patents were take out last February by Joseph C. Tone of Irondequoit, who has used the system to operate a river ferry near Rochester.

It consists of chains along the bed of the canal. These are gripped by power boats, "I have the consent of the State to put an experimental chain down on ten miles of the canal," said Inventor Tone "The system can be put in the whole length of the canal at a cost of 50 cents a foot.

"It will provide a cheap means of canal transportation without costing the State a cent. Private capital is ready to put in the chains and furnish the power boats as soon as the consent of the State can be had.

"The present canal is big enough for this system and our purpose is to use all the canal boats now navigating the canal



serviceable vessels, and of these only out 400 are fit to carry grain. If the the boats that are available, although towing system will be open to all canalver than the cost of mule power. The system is not essentially a new one.

A CRAFTSMAN OF THE OLD TYPE

JOE JENNINGS AT 70 STILL A

STEVEDORE BY CHOICE.

Loves His Work and Cannot Understand

the Point of View of the Modern

Labor Union-His Trade is an Art to Be Mastered-How He Broke Up a Dishonest Combination of Contractors.

You can find him any day down on Pier

dock and where for almost as many years

New York he has been the stage manager

each big vessel. Joe Jennings is over 70

nother, and now he is boss stevedore.

He has loaded ships in every Gulf and

tlantic port from New Orleans to Boston.

He is a past master in his art, and what he

loss not know about trimming a ship is

seless knowledge. He is of the old school

of labor that has made America industrially

believes that his best effort is not too !

to be exerted in behalf of liberal em-

vers. For that reason it is worth while

What makes Jennings most interesting

as a study is, indeed, that he is so typically

a master craftsman, a man who has devoted

all the energies of his hands and mind to

performing his work in the best manner

He is a boss stevedore because he would

rather be that than anything else. His

whole soul is wrapped up in his weekly

recurring task of the proper stowing of

a cargo and the perfect trimming of a

ver the thousands of tons of hundreds

of kinds of freight, all anugly stowed

away within the holds in shipshape order.

Jennings walks down the gang-plank with

calm serenity on his face and within his

The work of a longshoreman would not

appeal to the average man as an especially

attractive vocation. That is not the view

that Jennings holds, however. He knows

that there is a craft-skill, a knack of doing

things, that makes the hard labor less dif-

ficult than it appears. He knows that there

are a hundred fine points in the handling

f cargo that only long experience can

And then, there is the pleasure of work-

ng under pressure, of fighting against me, which one can find at its best in any

one of three places: In the cab of a loco-

notive racing to reach its destination or

the scheduled minute; in the composing

from of a big newspaper when the presses

are waiting and the moment for printing

be edition is only half a hundred clock-

licks away; and on the pier of a big ocean

iner where thousands of tons of cargo

must be stowed on board before her sailing

It requires all the qualities of a field gen-

ral to direct the work of a loading a big

Mantic steamer properly. If it were

smply a matter of dumping the cargo into

her various holds it would be a comparatively

much the cubic foot, and in the busy freight

season the boss stevedore who can use this

space most economically, can store the

largest quantity of cargo in holds of a given

size, is the man of greatest value to his

company. Then, too, there are certain

rules and regulations to be complied with

and lastly, there is the trim of the ship to

'To begin with," he says, "you must now your ship. Ships are like women;

which is the same thing as saying that no

wo are alike, and what suits one won't

to at all with another.

Some boats need to have the bulk of

the weight forward and some need it aft,

in know how to distribute it.

Now the general rule is to put the heaviest wight in the body of the ship and as far then as possible. Still it isn't safe to pile

as possible. Still it isn't safe to pile into the middle, or else the ship is to be hogged. You gradually learn

at each requires by handling her." But suppose she is a new vessel that never loaded before?"

In that case you just have to size her and judge by her lines and the way she swhat will suit her. But there are one two little tricks of the trade that help

is in handling a ship that is an unknown mantity. We leave a little free space for-ard and aft so that if, when she is loaded.

pesn't seem to be just right we can the final consignments of cargo in

considered. But let Jennings tell of

To begin with, cargo space is worth

say task. But it is far from that.

hese things in his own words.

When the hatches are finally closed

know him.

cargo worker in one capacity or

North River, where the Red Star liners

ent of the Legislature can be secured, intends to put into effect a new system of analboat propulsion.

The canal fleet, which once numbered the canal fleet, which once numbered theory is shown in the accompanying

illustration.

It is asserted that one power boat moving along a chain will be able to haul a fleet of at least twenty-five canal boats, each having a cargo of 240 tons, at an average speed of four miles an hour. The aggregate tonnage of this fleet would be 6,000 tons, equal to three good train loads. The estimated cost of this system of towing will not exceed one-half of a mill per ton mile according to its inventor. illustration.

mile according to its inventor.

An account of the operation of this system on the River Elbe in Germany is con-

until the traffic warrants the construction of new boats.
"We are willing that the State shall fix

"We are willing that the State shall fix the price to be charged for towing independent boats. The cost will be so much less than towing by mules or by steam barges that canal transportation will be put at the lowest figure.

"We do not expect that the people are going to ratify the expenditure of \$101.000,000 for a larger canal. This system offers a solution of the problem for those who believe in canal transportation and we shall ask the next Legislature to let us install it.

"Thus equipped the canal will be able to

Thus equipped the canal will be able to take care of as great a tonneg; as the proposed 1,000-ton barge canal could handle."

The contractor pointed out to him that other firms were doing the same thing and that it was necessary for him to do it in order to compete with them. Jennings remained obdurate. Then the contractor lost his territoria.

he took his hat and went out. In spite of the influence of his former employer which barred him from most of the

big stevedoring concerns, he could have secured employment from one of the independent contractors, or he could have obtained a good berth on shipboard, as he had been a seaman during his earlier years. But he had no intention of letting the matter drop so easily. ter drop so easily.

About this time the Chamber of Com-

About this time the Chamber of Commerce was making an investigation of the causes of the loss of trade by the port of New York. Jennings went before the committee in charge of the inquiry and pointed out one of the reasons—the corrupt and expensive system of stevedoring. He was backed up by affidavits supporting all his assertions, but the influence of the contractory and course of the teaching and th

nounced that he was going to Liverpool to lay the matter before Mr. Inman, the head of the line which bore his name, of which the American Line is the direct successor. His opponents laughed at him. Mr. Inman was netoriously one of the most difficult men in England to gain access to, and the idea that a man of Jennings's humble station would be able to reach him or to influence him seemed to them highly amusing. But they underestimated the resource-

ing. But they underestimated the resourcefulness of the foreman stevedore.

"They thought that I would go over there
dressed like a tramp sailor," said Jennings
in relating the incident, "but I knew that
would be useless. I had a little money
saved up, and I had made up my mind to
carry the thing through. I could have
worked my way across easily enough, but
instead I purchased a new outfit all the way
through to frock coat, silk hat and overcoat
and went across in the first cabin.

certainly couldn't see Mr. Inman.

"I picked up my new silk hat, bowed myself out, went back to the best hotel in the city, where I was stopping in accordance with the plan I had adopted, hunted up Mr. Inman's house address in the direcory, sat down and wrote him a letter.

the way he had treated me, but I wrote Mr. Inman saying I would be on hand at

"The people who were responsible in the first place for my coming over had actually sent a detective after me to find out what I was going to do. He was very attentive to me; used to take me out driving, and tried to find out what my plans were.

"He told me it was useless for me to try to see Mr. Inman, and finally offered to bet me £10 that I couldn't. I didn't want his money, but I showed him the letter I had received, for I wasn't afraid to let him know what I was doing.

upshot of it all was that Mr. Inman's son was sent over to make a thorough investigation, and the National Line and one or two others did the same thing.

"Shortly afterward the large lines all adopted the plan of doing their own work. The thieving contractors were put out of business, the men got better pay and better treatment, and the cost of loading and discharging ships was made considerably.

"The undertaking cost me a large part of the little savings I had put by, but I didn't have to go to sea or eat snowballs after all."

Pirty-six Prizes for Atlantic City Horse

ATLANTIC CITY June 12. Fifty-six prizes will be awarded at the annual Atlantic City Horse Show which opens in Inlet Park on July 14 and closes on July 18. Entries for the event will close on June 21. munications can be addressed to the Secre-tary, W. S. Blitz, care Hotel Windsor. The following will act as judges: Frank H. aven, Philadalphia, roadsters; George B. Caven, Philadalphia, roudsters: George B. Hulme, Francis M. Ware of New York, and Morrison K. Caner of Philadelphia, four-inhands, tandems, harness horses, carriages and appointments, delivery wagons and lotel coaches; Francis M. Ware of New York, John R. Valentine of Bryn Mawr, Pa., saddle horses and ponles under saddle: Francis M. Ware. John R. Valentine and Samuel D. Riddle of Glen Riddle, Pa., hunters and jumpers. The association has received a goodly number of applications from all over the

TRADING SEASONABLE IN THE RESIDENCE DISTRICTS.

Some High-Priced Property Bought by Mercantile Houses-The Big Realt; Corporations Inactive, However-Flats and Tenements in Good Demand

Instead of uncovering any serious weakless in the realty situation, the liquidation in Wall Street, which has been in progress now for a month and a half, and the equally prolonged tie-up n the building industry have served to emphasize the exceptionally wholesome general conditions that prevail in the market for real property. Not only is there a noticeable absence of anything resembling a liquidation movement, but branches, except the auction branch, the real estate market is more

active than it was a year ago. While less property is being put up at foreclosure in the auction room, more transfers and mort ages are being recorded, more private sales reported and more buildings projected. This statement holds good both for the immediate present and for the last five months and a half. Last week plans were filed for twenty-two new buildings in Manhattan, as against sixteen in the corresponding week a year ago. Of course, the building operations for which plans are now being filed will not e under aken until the labor question is settled but their number shows that builders and operators are looking forward to a resumption of construction work on an undiminished scale.

There is this difference between the present activity and that of last year that the former is concerned less with highpriced property. The big speculative companies, most of which are affiliated with Wall Street interests, are generally content to finish up work already in hand, and do not figure to any important extent as buyers in the realty market. The expensive property sold recently has nearly all been bought by mercantile houses and private persons for their own immediate use. Of this character was the purchase last week of Nos. 25 to 29 Pine street by the Bankers' Corporation, and of Nos. 217 to 223 Eas Forty-second street, including Nos. 212 to 222 East Forty-third street, by the American Express Company. The bulk of this year's movement is in

he middle grade residence district, and is supported by small operators and inis supported by small operators and investors rather than, as was that of last year, by prominent corporations and wealthy capitalists. It is principally concerned with tenements, flats and private houses, and the proportion of investment purchases is larger than a year ago. The main fact that professional operators are devoting their attention principally to income-producing property is sufficient proof of the changed attitude of the outside public toward real estate investments. It is conceded that improved realty of all kinds, except possibly apartment hotels, public toward real estate investments. It is conceded that improved realty of all kinds, except possibly apartment hotels, which are a comparatively new form of housing, is on a more profitable basis than it has been at any preceding time in the last five years and that there is no likelihood of any overbuilding in the near future. Because of the existing high cost of material, labor and land, it is believed that construction will continue, as at present, to follow rather than lead the growth of population and industry. Expensive as well as medium-priced realty shares the general prosperity of income producing property. The former, however, is mostly in the hands of corporations. Its income can be participated in by investors only through the purchase of stocks and bonds. Up to the present time the public has shown no inclination to buy such securities, preferring to own the freehold of tenements, flats, stores, factories and other property to handle.

o handle.

The failure of the public to invest extensively in the securities of realty companies is undoubtedly a disappointment to many of the promotors of such corporations. The directors of all the leading realty companies include the names of who helped to furnish the capital to ficat them when the surplus of money in Wall Street was greater than it is now. Thi capital it has been impossible to withdraw cause of the absence of a general marke for realty securities. To a large extent it has become a permanent investment. The majority of the Wall Street contingent in the recent corporate movement in real estate were after spoulative profits, how-ever, and not investment returns, and the tying up of their capital was an unexpected undesired result

Meantime, the principal realty corpora-Meantime, the principal realty corpora-tions are carrying comparatively little unproductive property. Most of their holdings have been improved, and the rest will no doubt be similarly treated as rapidly as possible, after the present embargo on construction work is lifted. Those of the new buildings that have not been sold are well rented and bringing good returns. Opinion is unanimous been sold are well rented and oringing good returns. Opinion is unanimous among real estate agents that the downtown district has not in a long time had so small a proportion of unoccupied offices as now. In spite of the big building movement of the past two or three years, rents were raised quite generally last spring.

The securities of realty corporations The securities of realty corporations have never had any considerable support, except from the class of capitalists who are primarily identified with banking interests. The fall in prices which they have experienced in the course of the cur-rent liquidation in Wall Street should it would seem, make them attractive to outsiders and be the means of giving wider distribution.

them a wider distribution.

But, in any event, with medium-priced property, like flats, tenements, dwellings and stores actively traded in by operators and investors, and with offices, lofts, hotels and other high-priced realty yielding good incomes, there is no reason to expect a process of liquidation in the real estate market such as its now described. a close in Wall Street.

### Private Sales.

C. Gunther Miller has sold for Mrs. John F. Bills to a Mrs. Rodriguez No. 257 West Eighty-fifth street, a five-story American basement dweiling, on lot 16x102.2. L J. Phillips & Co. have sold for Albert lutwillig No. 311 West 100th street, a fivestory American basement dwelling, on lot Maria Hereter has sold No. 1032 Lexing-

Maria Hereter has sold No. 1032 Lexington avenue, a three-story-and-basement brownstone dwelling, on lot 17x93.9.

Barnett & Co. have sold for John Schildwachter No. 77 East 125th street, a fourstory brick flat, with store, on lot 22x99.11.

I. Liebowitz has bought the southwest corner of St. Nicholas avenue and 118th street, a five-story flat, on plot 22 7x82 2 corner of St. Nicholas avenue and fish street, a five-story flat, on plot 29.7x62.3 x irregular, from Louis Levy, who gives in exchange No. 134 West 113th street, a five-story flat, on lot 27x100.11.

August Jacob has sold No. 917 Eagle avenue, a five-story double flat, on lot 25x125.

oses K. Wallach has sold to Krauss & Jacobson Nos. 320 and 322 East Eighty-first street, two seven-story tenements, with stores, on plot 52.9x102.2. Rosansky & Rapaport have sold Nos. 118 and 120 Cannon street, two six-story tenements, on plot 50x100, and No. 100 Columbia street, a six-story tenement, on

lot 28x100.
Lucy Edwards and M. A. Raymond have sold to a Mr. Ehrich Nos. 252 and 284 Seventh avenue, northwest corner of Twentysixth street, two four-story tenements, o plot 49.5388. Charles Cohn has sold for the estate of E. H. Kahrs to Frankel & Hand No. 81

Third street, a six-story tenement. with stores, on lot 23x96.2.
Edward F. Browning is the buyer of Nos.
25 to 24! West Forty-third street, two
apartment houses, the sale of which to the apartment houses, the sale of which to the Whitehall Realty Company was recently

reported.

Foreclosure proceedings affecting the Bennett Building, at Fulton and Nassau atreets, have been begun by the New York

Life Insurance Company. One of the defendants named in the action is John Pettit, whose disappearance some years ago caused a sensation in real estate circles.

P. B. Donovan has leased a suite of studios at No. 3 West Forty-second street to Miss Ethel Wright for Joseph P. McHugh & Co., and to R. Benvenuti a floor at No. 11 West Forty-second street for James Slater.

By Peter F. Meyer.

By Parish, Fisher, Mooney & Co.

116th street, No. 370, south side, 200 feet west of
Manhattan avenue, 100.11x25x75.8x25x25.2 to street
x50, five story brick tenement; G. H. Byrd va.
J. N. Campbell et al.: Harrison & B., attorneys:
T. F. Donnelly, referee; due on Judgment, \$35,100.19; subject to taxes, &c., \$1.700. By Bryan L. Kennelly.

20111 street, north side, 294.4 feet east of Wood-lawn road, 25x102.8x25.9x—.
207th street, north side, 344.4 feet east of Wood-lawn road, 25x94.1x25.9x—.; R. A. Purdy vs. M. M. O'Dwyer, Individually and as executrix, et al., W. G. Mulligan, attorney; J. L. Hance, referee; due on judgment, \$5.079.5d; subject to taxes, &c., \$1,880.32; prior mortgages, \$6,221.
Webster avenue, aouth side, 1,000 feet east of Woodland road, 50x-x50.1x85.5; L. J. Conlan vs. same; same attorneys and referee; due on judgment, \$811.35; subject to taxes, &c., \$232.54; prior mortgage, \$1,000.
Webster avenue, south side, 1,175 feet east of Woodlawn road, 50x76.5x50.1x78.3; R. J. Lyons vs. same; same attorneys and referee; due on judgment, \$738.43; subject to taxes, &c., \$18.18; prior mortgage, \$1,000.

By Parish, Fisher, Mooney & Co.

Eightieth street, No. 126, South side, 385 feet
west of Columbus avenue, 20x102.2, four-story
stone front dwelling; G. C. Stone vs. S. D. Brewster
and another; Sullivan & C., attorneys; A. W. Otis,
referce; due on judgment, \$25,556.54; subject to
taxes, &c., \$10. By L. J. Phillips & Co. Seventy eighth street, No. 232, south side, 292

By Bryan L. Kennelly.

By Bryan L. Kennelly.

Seventy fourth street, No. 317, north side, 22, et cast of Second avenue, 25x102.2, five-story rick tenement; Herman Mandelbaum Bros., attorneys rakower et al.; Mandelbaum Bros., attorneys

Real Estate Transfers.

Wachsman to Jacob S Baum, hige \$27,500.

James Silp, 7, s w cor Cherry \$1, 24x88.2;
Julius B Fox to Joseph Wittner, all liens.

Pike \$1, 25, e s, 25x111.4; Barnett Levy to
Louis Gewerz and ano, mige \$84,000.

Pyne \$1, e s, 557.6 n e Bayard \$1, 18.9x107;
Charles H J.ockwood to Smith Williamson, mige \$2,500.

10th st. n s, 120 w Avenue B, 25x94.9; Dorothea B Haumbach to Henrietta Haumbach,
b and s, c a g

RAST BIDE.

(Feat of Fifth an helween Fourteenth and 110)

77th st, n s. 181.8 c Madison av. 18.9x102.9: Frederick W Jones, Jr. to William G Park, b and s..... WEST SIDE.

(Manhattan Island, north of 110th st.) (Manhattan Island, north of 110th st.)
Pleasant or 2d av, w.s., 125 n 2d st., 50x100:
Sarah A Briggs to William R Crump...
St. Nicholas av, w.s., 20.4 s 154th st., 20.3x
100.4x20x6n.1: Thomas B Osborn, referee,
to Manhattan Life Insurance Co...
122d st., 171 E. 21x88.7x irreg. Thomas J
McCahill, exr. to Robert S Lloyd...
128th st., 40 W, 37.6x90.11: Colonial Corporation to Equitable Realty Co., mige
\$45,000... 15.000

(Borough of The Brong.) 9th av. s.s. lot 563, map Wakefield, 190x114; Mary A Flun and and to Gluditta Misto. 9th av. s.s. 305 w 4th av. 56x114, Wakefield, Gluditta Misto to Mary Cameron... Franklin av. e.s. 236.6 s. 168th st. 54x201.10z 54x201.11; Charles F Muxoli to Smith Williamson, mige \$3,255... 177th st. s. s. 85.9 e Central av. 75x125; Mayer S Auerbach to Teresa Wallach, mige

Recorded Leases

Healty Concern to the Harlem Auditorium Cafe Co. 10 yrs. Rivington st, 339: Mangin st, 78-80; Diedrich Sackmann to George Gerdes, 3 yrs. Recorded Mortgages. DOWNTOWN.

South of Fourteenth st.

PAST SIDE

(East of Fifth av. between Fourteenth and 110th sts.)
2d av. e.s. 25.8 s foth st; Peter E Eurns to
Frederick Schuck, due Jan. 1, 1906. \$1,000 WEST SIDE.
(West of Fifth as, between Fourteenth and 110th sts.)

HARLEM. (Manhattan Island, north of 110th st. REAL ESTATE AT AUCTION.

REAL ESTATE AT AUCTION.

## W. B. TIBBITS, AUCTION SALE RESIDENCE AND PLOT PRONTING ON SOUTH ON SOUTH PROADWAY 40 LOTS

FRONTING ON SOUTH BROADWAY. MAMARONECK AVE..

NEW YORK POST ROAD.

PROPERTY OF JAMES T. WALLER AND MAPLE AVE.

# WHITE PLAINS, N. Y., SATURDAY, JUNE 27,

35 MINUTES FROM GRAND CENTRAL STATION.

96 TRAINS DAILY.

W. B. TIBBITS & CO., 114 RAILROAD AVE., WHITE PLAINS, N. Y.

12,500

7.500 BRONX.

(Borough of The Bronz.)

Sthav, or st. ss. 305 w 4th av, Williamsbridge;
Mary Cameron to Guiditta Misto, demend...

182d st. ss. 28 e Belmont av: Francis Heine
to Mount St Vincent Cooperative building and Loan Association, instaalis...

Lot 84, partition, map Lott G Hunt estate,
Van Nest station: Thomas McGuire to
Anne M Delaney, 5 yrs. gold.

North road, centre line, lot 34, map County
Club Land Association at West Chester.

Alice Judson to West chester and Fronx
Title and Mortgage Guaranty Co, contains
2 437-1000, 3 yrs. 6 per cent.

Mechanies' Liens. 114th st, 58 W; Joseph Berman vs Dennis Brassili and ano... 2d av, 188-5; Adolph Lewinski vs Morris Berman and ano... 80th st, 7-9 E; Frank S Grob vs Charles Glenn Same property; New York Flexible Wood
Flooring Co vs same.

Same property; Otls Elevator Co vs same.

5,800

Satisfied Mechanics' Liens. 166th st, n e cor Jackson av, 100x87.6; Patrick F Guidera vs Thomas J Quinn, June 8, 1903 8, 1903 5th st, 307 E: George Hofmann vs Adolph Fliszner and ano, June 3, 1903

Assignments of Mortgages. Bing. Leo S, to Central Realty Bond and Trust Co. The City Trust Safe Deposit and Surety Co to Parmilla D Smith. william R, to Sarah A Briggs.... Aaron M. and and to Emma Stern, 2 assignments... mith, James G. 2d, to Cornelius J Kelley. trustee...
Short, George W, to Maria White
Haskin, John B, to George W Short
Beck, Frederick, to Bertha Book
Copeland, Henry C, to Riverside Bank
Depierrio, Mary E, gdn, to James G Smith

Lis Pendens.

26th st. 7 W: City of New York vs Adelia D Ireland;
5th av, 206; same vs Jacques Krakower; Henry st.
173 to 77; same vs Philip Harowitz and ano; 2d
av, 200; same vs Louis Minsky; Broadway, 812;
same vs Joseph Graf and ano; violation of building laws; 5actions; atty, G L Rives.
5th av, 2107, 106th st, n. s. 80 e 4th av, 26x100.11, and
Mercer st, 123; Rieba E Weiher vs Sigmund Simon
et al; partition; attys, Miller, M & S.
Interior parcel of land beginning 285 w 7th av and
80.8 n 128th st, 08x198; Ann E Birkbeck vs Mary
E Pote: ejectment proceedings; atty, H K

Fereciesure Suits.

148th st, s.s., 125 w 8th av, 50x99.11; T.R. De Lacey Covs Ida J Walker et al; atty, H.S. Mack. Plans Filed for New Buildings. BOROUGH OF MANHATTAN.

Lexington av. n e cor 30th st; twelve-story hotel: Gilbert E Orcutt, 60 Liberty st, owner; C Steinmetz, same, architect;

Cost.

Bank st, s, 142 c West st; three-story storage; Western Electric Co, West and Bethune sts, owner; C Baxter & Son, 2580 3d sv, architects; cost.

129th st, 54-6 E: six-story tenement; Ford C Woodward, 18 Halleck st, Astoria, owner; R R Davis, 247 W 125th st, architect; cost.

107th st, s, s, 150 w East River; one-story coal pocket; Meyer Bros, premises, owner; A E Badt, i Union so, architect; cost.

BOROIGH OF THE BROWN.

White Plains av. w, 202 n 11th st; two-s tory offices and store; William H Keating, 12th at and White Plains av., owner; Michael G Garvin, 3307 3d av., architect; cost. 12,000

Plans Filed for Alterations.

MANHATTAN AND THE BRONX. 57th at, n s, 145 e 6th av; three-story and basement rear extension to four-story dwelling; Ambrose K Ely, 47 W 57th st, owner; R E Dusinberre, Port Washington, L L, architect; cost owner; R. E. Dusingerre, Per a Washington, L. I., architect; cost. 125th st, 272 W: two-story extension to four-story tenement and restaurant; Childs Dairy Co., 42 E. 14th st, lessee; Smith, Westervelt & Austin, 7 Wall st, architects; cost ..., 50 e Fulson at; one-story iron building in market; City of New York, owner; John Dickson, Fulton Market, architect; cost.

Grand st, s w cor Wooster at; three-story and attle factory and store; Herman Siefke, 148 74th at, Brooklyn, owner; Thom & Wilson, 1123 Broadway, architects; cost. v. 982; fire-proof elevator installed

in four-story and basement dwelling; Jacob Schiff, 965 5th av. owner: R T Lyons, 5t Union sq. architect; cost. 45th st, 2 E: renovation of thirteen-story hotel: Orvis & Howe, premises, lesses; C C & M P Thain, 4 E 42d st, architects:

C C & M P Thain, 4 E 42d st, architects; cost.

4th st, 372 E; three-story and basement tenement enlarged and converted into bathing establishment and flats; Wolf Beller, premises, owner; A P Badt, I Union so, architect; cost.

59th st, 315 W; meeting house converted into a bank; Alfred Beinhauer, 239 4th av. owner; Palmer & Hornbostel, 33 William st, architects; cost.

2d v. 219: one-story extension to four-story and basement dwelling (substitute plans); Pensacola Club, owner; Henry Regelman, 133 7th st, architect; cost.

Norfolk st, 175; five-story tenement; Samuel Frank, 218 E 12th st, owner: O E Reid, 106 E 14th st, architect; cost.

OUR 7,000 LAWMAKERS. More Than Half Republicans-Colorado's Legislature Closest.

There are very nearly 7,000 members of the legislatures of American States, exclusive of Territorial legislatures-36 excusive of Territorial legislatures—36 in Arizona, 36 in New Mexico and 39 in Oklahoma. Of the 7,000, 3,725 are Republicans and 3,124 Democrats.

New Hampshire, one of the smallest of the States in voting population, has a Legislature of 419 members, whereas Ohio, one of the legest of the States has a legislature. of the largest of the States, has a legislative membership of only 143.

There is no State in which there are no Democratic members of the Legislature. There are several States which have no Republican representation in their legis-

Republican representations in the legislatures.

There are no Republicans in the legislatures of Louisiana, Mississippi and South Carolina—the three States in which the colored population preponderates. There is only one Republican in Florida and only in the Texas Legislature, and two only

one in the Republican in Florida and only one in the Texas Legislature, and two only in the Legislature of Arkansas.

The closest Legislature is that of Colorado, control of which on joint ballot is still in disputs. dispute. The Democrats have a majority in one house and the Republicans in the

In the Georgia Legislature there are as many Populists as Republicans: in Mississippi there are two Populists and no Republicans. The South Dakota Legisla-Republicans. The South Dakota Legislature has only ten Democratic members to 122 Republican, and the Michigan Legislature has 11 Democrats to 121 Republicans. The Delaware and the Nevada legislatures have the same number of members, 51 each. There are 205 Republican members of the Legislature in Connecticut, 6 more than the Republicans have in Pennsylvania, and there are two more Democratic legislators in Virginia than there are Republican legislators in New York.

### HOMESEEKERS and

# BUILDING LOT SPECULATORS.

ANOTHER SALE OF CHOICE LOTS ADJOINING THOSE THAT SOLD SO RAPIDLY AT LAST MONTH'S AUCTION SALE. WILLIAM E. TAYLOR, Auctioneer. WILL SELL AT AUCTION

on the premises on Lerch Avenue and adjoining streets, Bogota, Bergen Co., N. J., 292 Most Bestrable Building Lets.
A few minutes from Bogota Station, New York Susquehanna & Western Railroad, foot of Cortilandt Street. An unmanal opportunity for a beautiful Subur-ban Home Site at low cost. Come out at our expense.

Music and free lunch. Call on Auctioneer for free railroad passes, time tables, maps, etc., 181 Broadway.

SELECT APARTMENTS.

URNISHED AND UNFURNISHED FLATS and ABOVE 14TH ST., WEST SIDE.

THE BEVERWYCK. 39 and 41 West 27th St.

FURNISHED ROOMS TO LET.

. East Side.

West Side.

68TH ST., 62 W.--Handsomely furnished second floor, private bath, dressing room, &c. Break-fast if desired.

25th st., 53 West-Large and small rooms, sum mer rates; references; transients. 88D ST., 46 WEST—In private house; large rooms; southern exposure.

VERY PLEASANT ROOM for gentleman or married couple; private family; new house; no hosrd; excellent table board convenient; near trains and beach. 120 Bay 28th st., Bensonhurst.

BOARDERS WANTED.

East Side. SUMMER PRICES

Board and room with private bath for \$16 per week: elevator, hotel services, &c.: The Roland, 59th \$1., between Madison and Park avs. one block from the Grand Plaza entrance to Central Park.

THE RACQUETS CHAMPIONSHIP Jamset Jee, a Parsee. Wins the Title in the London Courts.

taking, in the event of his gaining the title

and being challenge , to return to London t defend it. It was agreed that the match should consist of two parts, the best of seven games being first at the Queen's Club, and a similar second part, or as much of it as might be necessary, at the Prince's Club, the whole

reannot be said that for a champion-ship contest the play was highly interest-ing, inasmuch as the Englishman disap-pointed expectation, and, in spite of win-ning a couple of games, hardly made as good a show as in his engagement with Latham. Of the new champion, Jamsetjee, it is difficult to form a confident estimate. He had been seriously indisposed before the match, and can hardly have been in the match, and can hardly have been in the best of condition, while it is more than doubtful whether he was called upon to use the whole of his resources. His free and careless manner, however, may, per-haps, be the cause of the uncertainty on this point. Further, his task was made easy by the striking inability of Browne to flud his sarvice sither at Ouesn's Clu-

"While Jamsetjee was not remarkable for any great display of activity, the strong part of his game was the extraordinary severity of his hitting. His forehand stroke is a thing to be remembered. With a wonderful flexibility of the shoulder he can make this stroke with great rapidity, and the swing of his racket through a large arc enables him to disguise his aim, while he has great control of the direction of the ball. He showed quickness in judging the length of his opponent's returns, and was very prompt in making up his mind to volley or half volley the service. But he certainly gave the impression of exerting himself by fits and starts."

YOUNG CORBETT MATCHED. Champion Signs Articles to Meet Hughey Murphy at Beston.

of this city-was made a fixture yesterday by 25. According to the papers they are to have who has been forging to the front during the past year, is regarded as a very good boy, and if his past form counts for anything he should give the champion a hard tussle. The weight at which the struggled is to be held is just to Corbett's liking. Corbett has begun training and evidently means to be in fettle.

# mpany of New York, which, if the con-

SKETCH FROM PLANS OF THE POWER BOAT TRAVELLING ON THE CHAIN.

to boats, has dwindled now to about moters of the new scheme can get a mit from the State to use their system the canals, it is their purpose to acquire at owners at a price which will be far

o learn it. There are a lot more things that have to be taken into account in loading a ship, continued the veteran, pausing a moment to watch a crew that was struggling with a heavy piece of ironwork. "There are cer-tain rules and regulations that have to be obeyed or else the Port Warden won't pass

obeyed or else the Port Warden won't pass your cargo.

"For instance, you must allow a certain space above the celling of the false bottom for bilge. If you have wet or grease in the cargo it must go below the dry. If you have heavy cargo it must go below the light and it must all be packed in so that it can't possibly shift."

The old man interrupted his conversation to straighten out a blockade at one of the falls where the working gang had got its ropes into a tangle. A few deft movements unsnarled the tangle and a few pointed remarks were directed at the stupidity of the modern cargo worker.

"Some folks suppose that any kind of a human animal with two legs and two hands is good enough to load cargo," he resumed, "but it isn't so. Why, we have the hardest kind of time to get men who are capable of doing the work and who can be depended upon. as the company's ships have been running the industrial drama that is played tween the arrival and the departure of now, a grizzled veteran of the industrial For more than fifty years he has

epended upon.
"It wasn't so in the old days when the "It wasn't so in the old days when the men of a crew stuck together from one year to another, when rival crews used to race to see which could get its hatches down first and when it was an honor to belong to a champion crew. Some of the best cargo workers that ever lived were in the crews that ever lived were in New Orleans. used to screw cotton in New Orlean

fifty years ago.

"Now you couldn't pick up a crew fit to screw cotton in the whole city. Then there were the times when we used to load "ailing ships to go around the Horn and when every the strength of th piece of cargo had to be plugged tight with wedges to keep it in place during the trounc-ing the ship was bound to get. "Nowadays the work is easier: there is the heavy hoisting, and the working space in the holds is more convenient in the big modern ships. But we don't get as good

workers.
"The old timers were mostly Irishmen who would sooner fight than eat or sleep, the state of the stat who sometimes went on a spree; but they were devils at putting away a big cargo.
"Now there are fewer Irish and Germans

and more Scandinavians and Italians among the men, and all that many of them care about is to get their 30 or 35 cents an hour for so many hours' time and to work as little as they have to " as they have to."

It may be explained that Jennings has one special antipathy. That is the modern labor agitator, the walking delegate, who holds forth in the back rooms of West street salons, or harangues the longshoremen about the injustice and oppression of their employers. He is a believer in the union of labor, but not in the methods of modern of labor, but not in the methods of indeath, unions in harassing the employers in attempting to restrict the amount of work performed by each man and in calling strikes simply to show the power of the walking delegate or to prove his useful-

Mhen a walking delegate appears in the vicinity of Pier 14 and begins his oratorical efforts the veteran stevedore awoops down on him and replies with argument, invective and ridicule until the professional agitator is usually glad to retire from the field. It is characteristic of Jennings that the idea of any man doing less than he is capable of doing merely to make the employers' return from his labor as small as possible is especially repugnant to him.

One achievement of Jennings has been of

vast importance not only to the longshore vast importance not only to the longshore-men and the steamship lines that employ them, but also to the prosperity of the port of New York. This was the breaking up of the contract system of stevedoring, for which he was primarily responsible. It was customary twenty-five years ago to let out the work of unloading and loading ocean liners to contractors who did the work at a certain price a ton. In order to meet the requirements of a vessel's sailing schedule it is often necessary for the to meet the requirements of a verrel's sailing schedule it is often necessary for the work to proceed at night and on Sundays.

It was the rule that the steamship com-panies should pay for this overtime labor a certain hourly rate for each man em-ployed, and it was here that the abuses of ploved, and it was here that the abuses of the contract system grew up.
Competition was keen between the various contractors, and in order to secure the work of a big company they would sometimes bid down to a price at which it was impossible to do the work profitably if it were done honestly. In order to recoup them selves they got into the habit of making excessive charges for the time work.

As much work as possible was thrown over to nights and Sundays, and where a contractor had 190 men employed he would

As much work as possible was thrown over to nights and Sundays, and where a contractor had 100 men employed he would charge for 150. But as the principal contractors had a close association they did not share their prosperity with their employees, who were not paid for extra work at all in-proportion to the amount received by the stevedoring firms.

The results of this state of affairs were that the handling of cargo became very expensive in New York harbor, the steamship companies were being regularly robbed, the workmen received lower wages than the prevailing prices justified and freight business was withdrawn from New York to the benefit of other ports where the cost of handling cargo was less.

At this time Jennings was employed as foreman by a big firm of contracting stevedores. As he had charge of the night and extra work he was ordered to report a larger number of men than was actually employed.

number of men than was actually employed.

such a way as to preserve her trim. All this sounds simple enough, but it takes time

remained obdurate. Then the contractor lost his temper.

"Look here," he said, "you have a living to make. You're a capable man and I'd hate to lose you, but any man who works for me must carry out my orders. I want to tell you one other thing, too. If you leave here you can't get any other job along the waterfront, and you'll have to go to sea or eat snowballs."

Jennings made a few remarks to the effect that he would rather eat snowballs than to make his living by cheating. Then he took his hat and went out.

assertions, but the influence of the con-tractors and some of the steamship officials who profited by the existing situation sidetracked the investigation.

This roused Jennings's fighting blood.
He demanded back his affidavits and an-

"When I presented myself at the offices in Liverpool I succeeded in getting as far as the manager. I told him my business was personal to Mr. Inman, and he very promptly and haughtily informed me that if I couldn't tell him what my errand was I certainly couldn't see Mr. Inman.

telling him in brief what my mission was and asking him if I might see him. and asking him if I might see him.

"Two days later I received two letters.
One was from Mr. Inman appointing an hour for the interview I had asked, and the other was from his manager urging me to call at the office again. I didn't answer the latter, for I didn't exactly enjoy the way he had treated me, but I wrote

the time he had stated.

"The people who were responsible in the

what I was doing.
"When I finally saw Mr. Inman, he had all his heads of departments on hand, and they all listened to what I had to say. The upshot of it all was that Mr. Inman's son

charging ships was made considerably

# THE REAL ESTATE MARKET.

Coming Auction Sales. MONDAY, JUNE 15.

By Brokers' Realty and Mortgage Company

By Brokers' Realty and Mortgage Company.

Sixticth street, No. 238, south side, 478 feet west of Amsterdam avenue, 25x100.5, four-story brick tenement; F. H. Roas w. Ellen Hickey, et al.; Gantz, N. & McK. attorneys; M. C. Milnor, referree, due on judgment, 38,228,85; subject to taxes, 5800.

By James L. Wells.

Bathgate avenue, west side, 310.5 feet north of 176th street, 61.2x653.62.2x14.9x44.6x60.4, two and three-story frame dwellings; executors' sale; J. H. Hildreth, attoriey; Howard Simmons, executor. TURSDAY, JUNE 16.

HUBBOAT, JUNE 16.

By Joseph P. Day.

116th street, No. 56, south side, 170 feet west of Park avenue, 20x100.11, five-story brick tenement;
F. J. Hasselmeyer vs. E. H. Halnes, ct. al.; N. H. W. Schutt, attorney; E. C. Gliroy, referee; due on judgment, 32,148.75; subject to taxes, &c., 3229.54; prior mortigage, 315,000.

Morningside avenue, northwest corner of 117th street, 100.11x120; I. O. Cook and another vs. A. J. Kahn, et al.; C. D. Ridgway, attorney; W. B. Donihae Jr., referee; due on judgment, 324,635.55; subject to taxes, &c., 3971.64; prior mortgage \$60,000.

By Richard V. Harnett & Co.

Livingston place, No. 17, southeast corner of

By Richard V. Harnett & Co.
Livingston place, No. 17, southeast corner of
Seventeenth street, £\$x120, seven story brick apartment house; Chelsea Realty Company vs Isaac
Polstein, et al.: Heyn & C., attorneys; J. D. Edelson,
referce; due on judgment, \$5,504.57; subject to taxes,
&c., \$8,089; prior mortgage, \$160,000.

By Brokers' Realty and Mortgage Company.
Fifth avenue, Nos. 1381 and 1388, northeast corner
of 114th street, 50.11x1603.502.20x100.11 to atreetx
120, three five-story stone front tenements; Savings
Bank vs. Samuel Green, et al.: A. S. Hutchina, attorney; C. S. Andrews, referce; due on judgment,
\$92,150.06; subject to taxes, &c., 38,628.85.
By Parish, Fisher, Mooney & Co.

802,150.06; subject to taxes, &c., \$3,628.85.

By Parish, Pisher. Mooney & Co.

Eighty-fourth street, No. 131, north side, about
42.2 feet west of Lexington avenue, \$2.8x6x96.85.

25.5x102.2 to streetx 25.11, five-story brick tenement; S. H. Meuberger vs. J. C. Rorbach, et al.;

Wolf, K. & U. attorneys; G. H. Hart, referee; due
on judgment; \$3,895.22; subject to taxes, &c., \$100;
prior mortgages, \$25,000.

Idist street, No. 525, south side, 98 feet east of
Fagle avenue, 27x110, five-story brick tenement; F. L.

Pratt xs. Charles Ogden, individual and as execuutor, &c., et al. Francis Jordan, attorney; C. A.

Molloy, referce; due on judgment, \$17,816.66; subject to taxes, &c., \$1.170.29.

WEDNBSDAT, JUNE 17. WEDNESDAY, JUNE 17.

By Peter F. Meyer.

Greenwich street. Nos. 183 and 185, northeast corner Thames street. 56.10x74.11222x11x33.2 to Thames street x74.8, seven-story brick store and loft building: Mary Lewis vs. Ida Radam, individually and as executrix et al.; A. C. Brown, attorney; S. J. Cowen, referee; due on judgment. \$115,323.38; subject to taxes, &c. \$429.21.

116th street, No. 20. south side, 110 feet west of Madison avenue. 50x100.11, five-story brick tenement: Emanuel Hellner and another vs. M. C. Gallagher et al.; Wolf. K. & U., attorneys; Isaac Promme, referee: due on judgment, \$19,847.15; subject to taxes, &c. \$995.52.

Second avenue. No. 1027, southwest corner of Fifty fourth street. 2535.109, four-story brick tenement; A. R. Spring et al. vs. P. L. Wilson et al.; Frank Barker, attorney; R. M. Henry, referee: partition.

By Parish, Fisher, Mooney & Co. By Parish, Fisher, Mooney & Co.

By Bryan L. Kennelly.

Quarry road between Bathgate and Washington avenue; sheriff's sale of all right, title, &c., which F. A. Eveason had on July 28, 1898, or since; J. T. Langan, attorney; W. J. O'Brien, sheriff.

Webster avenue, north side, 85 feet west of 205th street, 50g112.5.

Webster's avenue, north side, 185 feet west of 205th street, 100x112.5.

Hull avenue, south side, 413.6 feet east of Wood-Hull avenue, south side, 413.6 feet east of Wood-lawf, road, 25x100.

207th street, north side, 294.4 feet east of Wood-lawn road, 25x102.8z25.9x.

207th street, north side, 294.4 feet east of Wood-lawn road, 25x102.8z25.9x.

morigage, \$1,000.

THURRDAY, JUNE 18.

By Herbert A. Sherman.

Lexington avenue, northwest corner of Fiftyseventh street, \$0,2240, five story brick flat: H. B.
Shepart, as executor, vs. Morris Plinus et al.; Howard Van Sinderen, attorney; John Hone, Jr. referec;
due on judgment, \$12,528.15; subject to taxes, &c.,
\$2,295.11; sold subject to a morigage of \$50,000.

By Parish, Fisher, Mooney & Co.

west of Amsterdam avenue, 16x102.2, three-story brick dwelling: Edna David vs. Mabel David et al.; H. P. David, attorney: R. H. Williams, referee; subject to taxes, &c., \$215; partition.

DOWNTOWN. DOWNTOWN:

(South of Fourteenth st.)

[The letters q c stand for quit claim deed; b and a for bargain and sale deed; c a g, for deed containing covenant against grantor only.]

Essex st, 44, c s, 25x100.2x25.5x100.1; Max

Wechsman to Jacob S Baum, mtge \$27,-

West of Fifth ar, between Fourteenth and 110th sts. Central Park West, s w cor 85th st, 25x100; Asa R Davison to Frederick Book, mige 870,000. 870,000. 24th st, 109-11 W, 50x114.10x50x114.7; Edward W Barbour to Clarence E Chapman, 1-12 part.
33d st. s. s. 350 w 8th av., 20x95.9; Carrie Metz.
ger to Charles Rohe, Jr. q.c., rerecorded...
107th st. n. s. 175 e Columbus av. 75x100.11;
Louis Kahn to Realty Operating Co.
mtgc \$32,000. HARLEM

4,100 BRONX.

Orchard st, 57; Samuel Barnett to Max Horowitz, 2 11-12 yra. Thav, s w cor 126th st. part: the Associate Realty Concern to the Harlem Auditorium

Where no interest is stated read 5 per cent. Gordon et al, prior miges 334,000, 5 yrs, 6 per cent. Stanton st. 131-36, n w cor Norfolk at; Jacob Baum and ano to Harris Mandelbaum, building loan, 1 yr, 6 per cent. 10th st. n s. 120 w Avenue H; Henrietta Haumbach to Dorothea B Baumbach, 5

(West of Fifth as, between Fourterins and live 10th av. w. s. 20.1 n. 55th st. 10.4x80, also 10th av. w. s. 40.2 s. 56th st. 40.2x80, also 56th st. s. s. 80 w. 10th av. also 55th st. n. s. 80 w. 10th av. also Kaufman and and no to Charlotte E. Moorhouse, all leaseholds, installs, 6 per cent.

107th st. n. s. 175 e Columbus av. Realty Operating Co to Louis Kahn, prior mige \$16,000, 1. year.

15th st, n s. 80.8 e Morningside av: John W Haaren to Theodore Greentree, 3 yrs, 6 per cent.

SATURDAY, JUNE 20TH, 1903.

FOLSOM BROTHERS, 835 BROADWAY. BACHELOR APARTMENTS.

COLUMBUS AV., 225—4 rooms, bath, steam heat hot water supply; fine location: \$20

89TH ST., 101 EAST—Large furnished room to let; running water, bath, &c. Fourth flat.

43D ST., 207 WEST—Newly furnished rooms opposite new Lyric Theatre; board optional; summer rates; references required.

Brooklys.

THE MOHEGAN, 155 MADISON AVE.

Jamsetjee, a Parsee player from Bombay, who has carried everything before him in the Indian courts, won the world's championship last month in London from Gilbert Browne, the professional of the Prince's Club. A year ago, Peter Latham, who five years previously had defeated George Standing of the New York Racquet and Tennis Club successfully defended his title with Gilbert Browne and then announced his intention of not again accepting a challenge. There seemed little prospect of a competition for the succession taking place within so snort a time, for Standing had made no overtures, but unexpectedly the Bombay player appeared as a candidate. It was arranged t at the visitor should play Browne for the championship, Jamsetjee under-

contest to depend on the number of aces scored in the event of the games being equal. Jamsetjee won four out of five games at Queen's Club, and the second half with equal ease. In its report Field states:
"It cannot be said that for a champion-

to find his service either at Queen's Clu or in his own court.
"While Jamsetjee was not remarkable for

Young Corbett's fight with Hughey Murphy

the champion posting a forfeit and signing articles of agreement. The boys are to meet before the Tammany A. C., Boston, on Jure it out for ten rounds at 128 pounds, weigh in at 3 o'clock on the day of the mill. Murphy.